



2008-4

Happy New Year

MERRY CHRISTMAS



**THE JOURNAL OF THE SHIPS IN BOTTLES
ASSOCIATION OF AMERICA**

HINKLEY '08

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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The Bottle Shipwright

Volume- 26 Number- 4

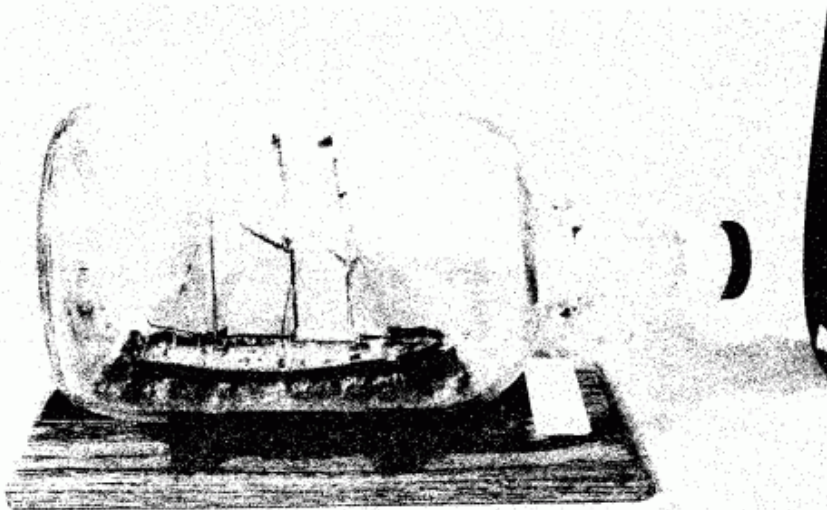
ON THE COVER- Jack Hinkley 2008 Christmas Cover
BACK COVER- Works of Carlos Hollander from Jack Baggette.

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Now Hear This	
Permission to publish.	

V.P. CHARLES HAND.

A few weeks back I received a nice letter from Bernard (Bernie) Palmer, who replaced Duncan Gray (The ERK) as President of ESAIB The European Association of Ships-in-Bottles. With his letter he enclosed this photo of a recent SIB he had built. I asked him if we could use it in a copy of the Bottle Shipwright and he gave us permission. Below is the Sail Training Ship (topsail schooner) Malcom Miller by Bernie Palmer. 2008.
Charles.



Send Material for the Editor to-----
3075 Freeport Drive, Spring Hill, FL 34606.
E-Mail- bt1shprt@tampabay.rr.com

Ray Handwerker



We end this year by saying goodbye to our President Terry Butler. She was forced to retire due to personal problems. We wish her the best and hope she can resolve these issues. She did a great job as President, and her talent as a ship bottler is quite unique.

We are looking for a replacement, anyone interested can contact Don Hubbard at the address inside the front cover.

And we offer our condolences to long time member Alexander Cuthbert on the passing of his beloved wife Elizabeth.

Sorry that I'm late with this issue, but the resignation of Terry slowed down the input, including the cover by Jack.

Now , lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Kevin A. Hollins, P.O.Box 32545 Pikesville, MD. 21282.

E-Mail khollins@hollinspartners.com.

Brian Mikeska, 621 Bon Terra, Austin, Tx. 78731.

E-Mail brianmikeska@gmail.com.

William B. Murrill, Jr., 413 W.Barrow Dr. Chandler, Az. 85225.

E-Mail williammurrill@cox.net.

Vernon R.Parrish, Jr., 4940 Broad Hollow Rd. Charlotte, NC. 28266-6458.

Carl Simkonis, 811 Eastland Dr. Villa Hills, KY. 41017.

E-Mail csimkonis@yahoo.com.

ADDRESS CHANGES.

Quinton Boroi, 125 North White St. Brookville, PA.15825.

Edgar H. Fisher, 2980 Chase Ridge Dr. Middleburg, FL. 32068.

Kenneth Gary Kling, 15221 Lafayette St. Westminster, CA.92683-6112.

Andrew Lyle, 6 Rangiora Ave. Kaiwharawhara 6035 Wellington, New Zealand.

Adam was hanging around the garden of Eden feeling very lonely. So, God asked, "What's wrong?"

"I have no one to talk to."

Adam said,

"I'll make you a companion and she will be known as a woman," God said. "This pretty lady will gather food for you and cook it just the way you like it."

"When you discover clothing, she will wash it for you."

"She will always agree with every decision you make and she will never nag you."

"She will always be the first to admit she was wrong when you've had a disagreement. She will praise you!"

"She will freely give you love and passion whenever you need it."

"She will bear your children, and never ask you to get up in the middle of the night to take care of them."

Adam asked God, "What will a woman like this cost?"

"An arm and a leg," God replied

Then Adam asked, "What can I get for a rib?"

The rest of the story, of course, is history.

In regard to the latest snowstorm and weather we've had I thought I'd add a few comments and my deep understanding of these events.

How do snowmen travel? *By icicle.*

What did Frosty's girlfriend do when she was mad at him? *Gave him the cold shoulder.*

Why are there only snowmen and no snow-women? *Because only men are crazy enough to stand out in the snow all winter.*

Enough of my wisdom for this page at least.

SHIPS IN BOTTLES BY A REAL WINDJAMMER SAILOR BY JACK BAGGETTE

Most of us learn to bottle ships from a book, or from a friendly veteran builder. We have the advantage of modern tools and materials and favorable conditions to work in. Do we ever stop to think how difficult it must have been for the sailors of the tall ship era to practice our craft? When we see examples of their work in museums and antique shops, the result is more often than not crude and lacking in detail. Here is a story about one of these tall ship sailors who made some of the most beautiful ships in the bottle anywhere. Who was he? How did he learn the art and how did he achieve such beautiful work?

Carlos Hollander was born in Bavaria Germany in 1905 and went to sea at the age of 15. He was a crewmember on five different sailing ships, sailing over 22,000 miles in both the Atlantic, Pacific and Indian Oceans. Later he was a crewmember on seventeen steam ships as well. Sailing ships he served on moved cargo between Europe, South America and Australia. Hollander immigrated to Chile, during his career at sea, becoming a citizen in 1930.

By 1920 when young Hollander went to sea, the age of the swift clipper was over and steam powered ships threatened the existence of sailing vessels. A new design was needed if sail was to compete with steam. More cargo had to be carried and vessels had to be manned by fewer men. At the end of the 19th Century several European ship yards began producing fleets of larger metal-hulled ships that came to be called "windjammers". Most were over 300 feet long, compared to the average clipper of 150, and carried awesome amounts of canvas on metal masts, spars and rigging. They specialized in long distance runs with cargo, up to 8,000 tons, to out of the way places that steam ships found logistically challenging. Lumber from North America, guano from Peru, copper and nitrate from Chile, and coal and grain from Australia were carried around Cape Horn to the growing markets in Europe.

Thousands of windjammers were in use by the end of the 19th Century. Of the five Hollander served on the most famous was the 5 masted bark *Laura*, the ex *Potosi*, built in 1895. The German built *Potosi* set a windjammer record of 378 nautical miles in a day in 1900. With its vast cargo capacity, this record compares favorably with the best clipper run by the American *Champion of the Seas* with 465 miles in a day. In 1914 the *Potosi* made its last voyage under a German flag, to Chile. During WWI she sheltered in Valparaiso. While inactive the *Potosi* suffered great deterioration, including sabotage by the crew at war's end. In 1918 Herr Lacisz of the famous Flying P Lacisz line surrendered her to France under terms of the peace. The French did nothing with the ship and in 1923 the *Potosi* was taken over by Gonzales Soffia & Co. of Valparaiso, and renamed *Flora*. Outfitted with new standing and running rigging, she began carrying nitrate to Europe in 1923. It was probably during this time that Hollander was a crewmember. On her last voyage the *Flora ex Potosi*, loaded with 5,000 tons of patent fuel and 800 tons of coal and coke, departed Cardiff on July 13, 1925. She caught fire in the Atlantic and sank off of Comodoro Rivadavia, Argentina.

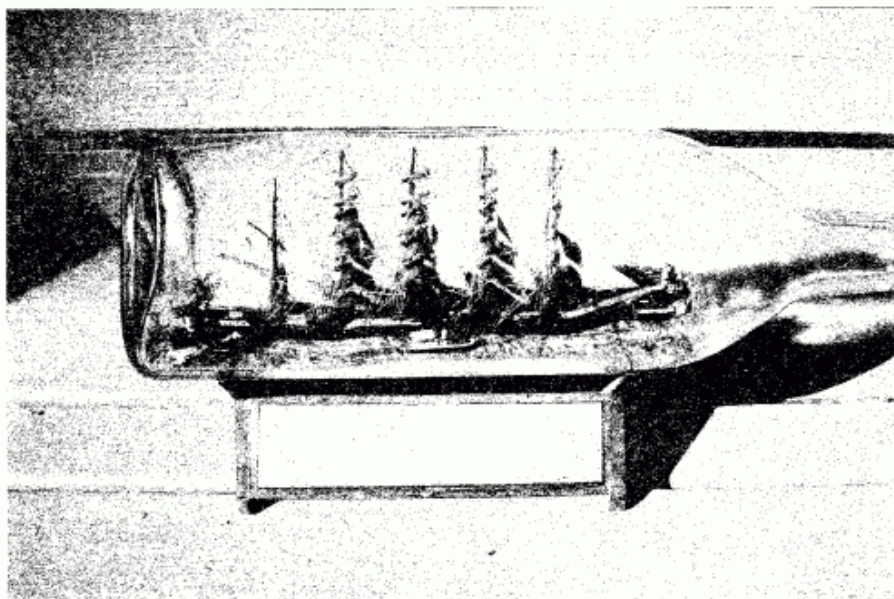
Carlos Hollander went on to a career aboard steam ships, married a Chilean, settled in Coronel, Chile and raised five children. He said he learned the art of ships in bottles from an officer on one of the tall ships he crewed on. With little more than a pocket knife and materials found on board he worked constantly as time permitted, always trying to make them better. He sold his first ship to a shipmate aboard a steamer, years later, around 1935. In retirement Hollander continued with his craft to supplement a small pension. In 1971, when the author met him he had sold over 1900 works.

Tools used by Hollander were very basic. An assortment of knives, various rasps, scissors, a plane, pliers and hand drill comprised the store bought tools. Everything else was hand made. He fabricated a family of rods with different tool ends for use inside the bottle. Some were pointed, others flat, others spoon-like, and others with razor blades or paint brushes attached. His paint brushes, chisel and rail former were fashioned from raw materials. Pin vise drills were sewing needles filed on three sides and set in wooden handles.

Materials used were ordinary household items: Sewing thread for rigging, window glazing for the sea, wine corks for sealing bottles, house paint for color, hide glue and varnish as adhesives, found wood for hulls, spars, houses and boats, straight pins for deck parts, paper for roofs and flags, cotton for smoke, match sticks for trees and handkerchiefs for sails.

Hollander's technique was mostly what we do today. He hinged his masts using bent pins. Many of his works contain two or three ships, and many included harbor scenes. Small lighthouses, lighters, bouys, steam tugs, trees, houses and hills are common features. He favored ships that he had sailed on or was familiar with and paid particular attention to details of rigging. If the actual ship had fourteen shrouds on a mast each side, the model did too. Ratlines and halyards were absent but most braces and stays were included. Sails were on about half his ships and he never included any figures. One technique he employed may be unique to him alone. He bent a pin, staple like, and pushed it under the hull, near the bow. All stays passed thru this staple, either through the deck or from bowsprit back through the breakwater. These stays were twisted after masts were raised and pressed into the sea, then cut off an inch or so in front of the bow. This method keeps tension on the stays and cements them out of sight. Another unusual technique was his work stand. The base was a narrow piece of wood, a bit longer than the model, with two sharpened nails driven thru it and several small nails at the ends. The hull was pressed into the sharpened nails and tied down with two belt like cords. As the stays were completed they were passed fore and aft and tied to the smaller nails. Bottling ships was a full time job for Hollander. He started the work day about 1000, in his courtyard weather permitting. The day ended after midnight with him working in his kitchen besides his wood stove. A pot of hide glue was in easy reach and he used it liberally. Family members assisted in the work, making the harbor scene details, cooking and running errands.

Samples of Carlos Hollander's work may be seen in The Ships of the Sea Museum in Savannah, Ga. The author donated three fine works from his personal collection.



Model of the Flora, ex Potosi, made by Senor Hollander for the author in 1971. Many of his models included harbor scenes, with tugs, lighters, buoys, trees, lighthouses, houses, etc.



Carlos Hollander working indoors with several works in progress.

TOOLS AND TIPS

Re-published articles & letters edited by Bill Sheridan

Original Tool Article: **A Turk's Head Knot**

Author: **Bob de Jongste**

Previously Published: **The Bottle Shipwright 1998-2**

Editor's note: The Bottle Shipwright has published several articles in the past on how to do a Turk's Head Knot, but in the editor's opinion, this is one of the simplest methods that I have seen. The original article by Bob de Jongste had two hand drawn sketches, which have now been updated to the set of six photos on the adjoining page.

In Bob's words.. Some of my shipbuilding friends cannot understand how a Turk's Head Knot is made. I learned it from an old shellback in Scheveningen Harbor, which is 5 minutes from my home.

Take a piece of rope of about 140 cm length (55 inches). The thickness shall be 3 to 4 mm (about 1/8 inch). I always use a rope with three strands. Unwind both ends over a length of about 5 cm (2 inches) and put some glue between the strands. Wind the strands back in their old form and let dry. You now have a piece of rope with two hard ends, which will facilitate your work. Are you ready? Let's go!

Take the rope in your left hand. Open your hand so that you can look into your palm. Lay the rope around your hand as shown in figure 1. Let the short end hang under your left hand for a bout 20 cm (~8 inches). The long end of the rope passes between the ring finger and little finger. Hold the long end tightly with these two fingers.

Now you go up again for second loop with the "long end" and form it over the top of the short end as shown in figure 2 and let the remainder of the long end hang behind the back of your hand. Put your thumb at the crossing on top to hold it in place if needed. The long end of the rope must pass around the back of your hand. This is, in fact, the most difficult part. The rest is easy. Take the long end in your hand again and follow me. As shown in figure 3, via the back of your hand we go under A, over B, under C, over D and under E. Stop!

Put the knot over the neck of the standing bottle as shown in figure 4. Let the short end fall on your left side and the long end fall on your right side. Bring both ends somewhat close to each other. Take the long end and tighten the knot a little bit, but not too tight. Take the long end of the knot and run it on top of the short end and follow it around the bottle several times as shown in figure 5.

Follow the short end carefully and go with in it on its path over and under many times. When you finally have **three parallel lines** running over each other you are ready to stop. See figure 6.

Tighten up and finish the knot by cutting off the ends. Put a little bit of glue on the ends so they don't come loose and tuck them under the adjacent knot so that the ends are concealed and the knot appears to be one continuous piece of rope.

Bob de Jongste, The Hague, Netherlands

Editor's note: Read the text and look at the figures carefully. You'll need both to follow this simple method. Once you do it, it's very easy to remember.

Figure 1

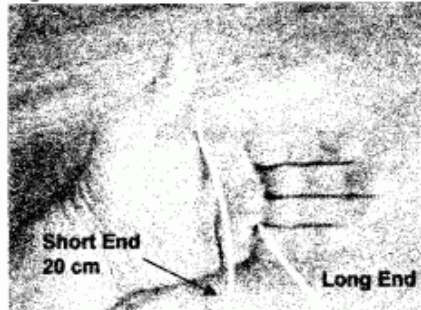


Figure 2

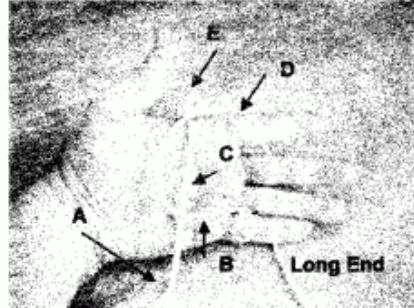


Figure 3

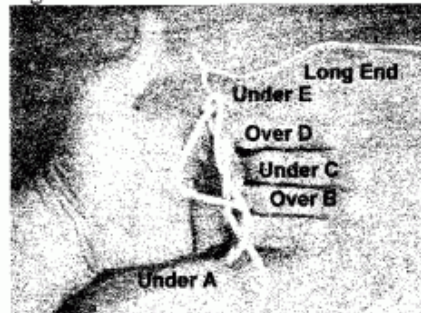


Figure 4



Figure 5



Figure 6



Weird Facts

The liquid inside young coconuts can be used as substitute for blood plasma.

No piece of paper can be folded in half more than seven (7) times.

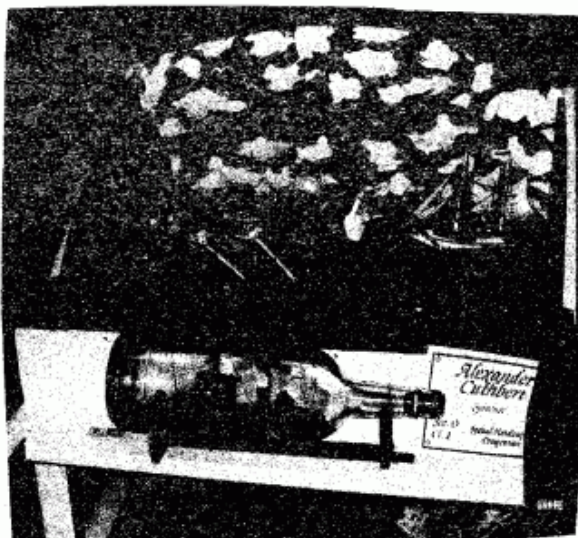
Oak trees do not produce acorns until they are fifty (50) years of age or older.

The first product to have a barcode was Wrigley's gum.



- In this last issue of 2008 we welcome five new members. William B. Murrill Jr. of Chandler, Arizona, Carl Simkonis of Villa Hills, Kentucky, and Vernon R. Parrish Jr. of Charlotte, North Carolina, claim to be just starting out in this hobby. Vernon you can find some info on flags in the last issue. And Brian Mikeska of Austin, Texas and Kevin A. Hollins of Pikesville, Maryland, have both built three. Brian is also a member of the European Assoc.

Welcome aboard and remember that this is your journal, it's about what you do and how you do it, so send in those photo's of your SIB's or hints, tips, articles and questions. We will try to help.

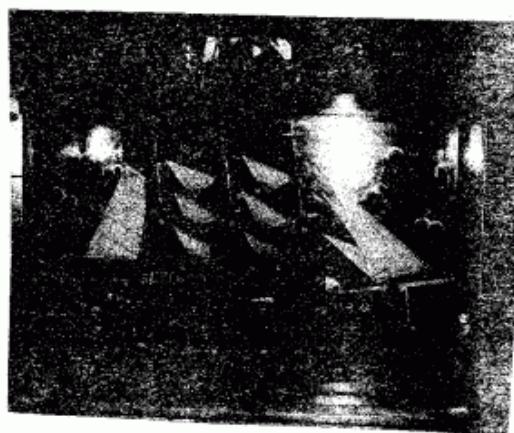


DIORAMA-WHALING IN ALASKA
LATE 1800'S.
SIMILAR SCENE IN A BOTTLE.
FIRST PRIZE BLUE RIBBON AT
THE NEW YORK STATE FAIR 2008
CATEGORY- SENIORS IMPAIRED
(LEGALLY BLIND).
EIGHTH YEAR CONSECUTIVE
WIN.

SYRACUSE, N.Y.
ALEX CUTHBERT
85

GUN SHIPS - CASED AND BOTTLED
FIRST PRIZE BLUE RIBBON AT
NEW YORK STATE FAIR, 2007
CATEGORY- SENIORS IMPAIRED
(LEGALLY BLIND).
SEVENTH YEAR CONSECUTIVE
WIN.

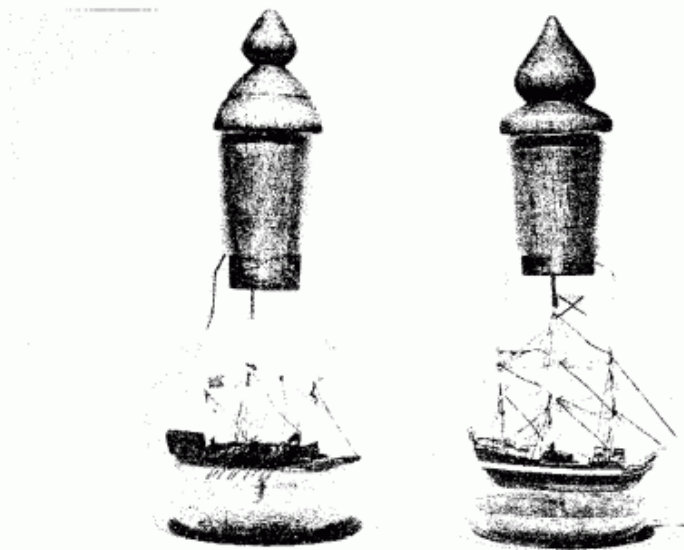
SYRACUSE, N.Y.
ALEX CUTHBERT
84



The one book that always has a sad ending is the checkbook!



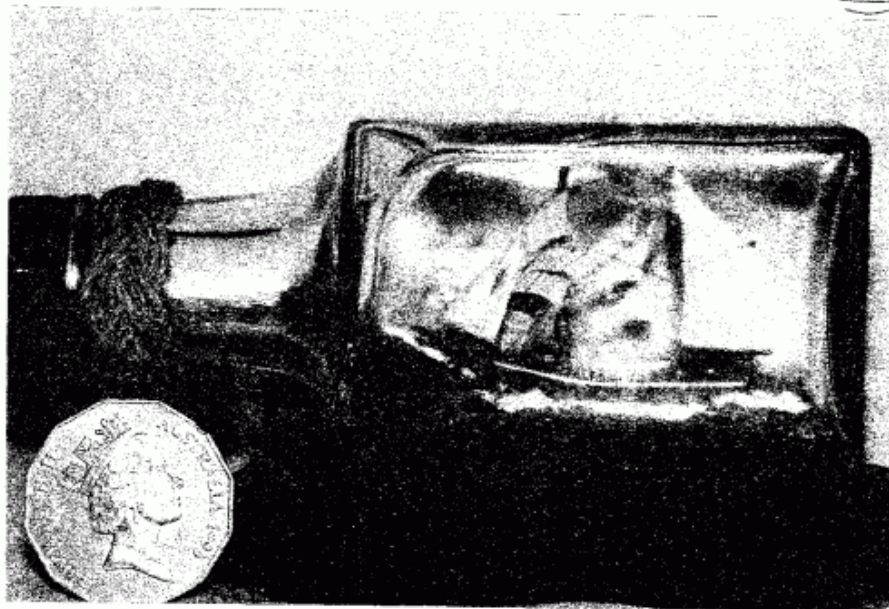
Works from Artem Popov our member in Moscow Russia.



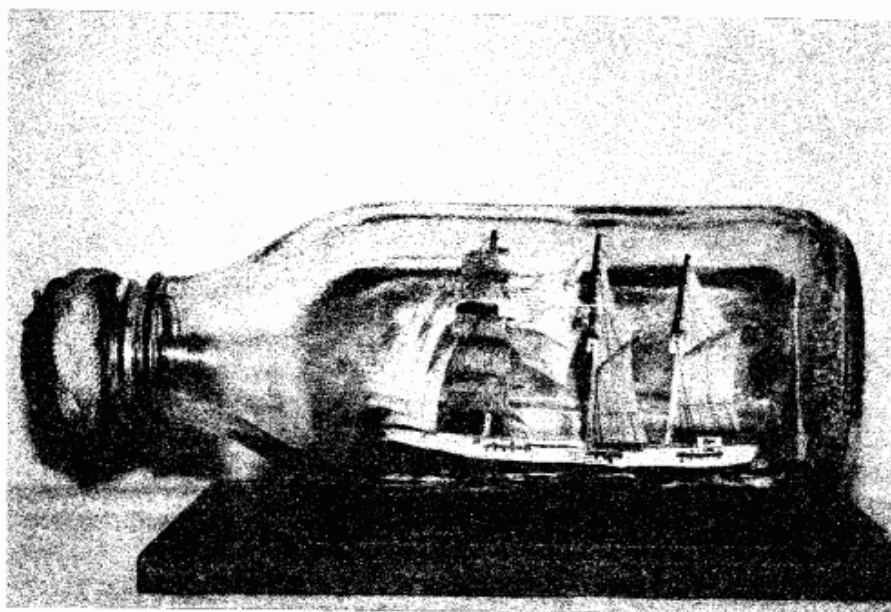
10.

I wish the buck stopped here; I sure could use a few!!

Below: Brigantine, "GEM"
with fifty cent piece,
by Ross Ewings
Of New South Wales, Australia.



Below the Barquentine "AMITY" by Ross Ewings.



A good time to keep your mouth shut is when you're in deep water !!

11.

Donald Pearson

Tucked away in his comfortable workshop in Deephaven, Minnesota, you will find Donald Pearson working on his lifetime hobby of putting ships in bottles.

As one enters the shop, Miniature Marine, you will notice all types of small sailing ships, from sloops to four-masted ships and clippers in various stages of construction. You will also note the neatness and precise placement of hundreds of homemade fine tools ready for instant use when required. On shelves nearby there are neat stacks of different sizes of wood drying for future models along with many special tools and fixtures. On other shelves there are beautiful glass bottles Don had made for his ships by a glassblower in Colorado. Don has a place for everything and everything seems to be in its place. The shop itself has a nautical air about it with photos, plans, models for repair, cleaning and restoration, mixed in with ship in bottle models.

Don's background has all the right combinations for a hobby such as this. He grew up in Connecticut, moved to Chappaqua, New York where he spent most of his school years. As a young boy, most of his summer months were spent on his Grandparents farm in Connecticut. While there, his grandfather, a retired sea captain with seven trips around the Horn, told many sea stories and got Don started making ship models, carving, fancy rope work and net making. It was there at the early age of eleven that Don made his first ship in a bottle model.

In later years, Don spent some time sailing to Nova Scotia with his Grandfather on an old yawl and also racing Internationals and Lightnings on Long Island Sound. All this added to his firsthand knowledge of the sea and ships.

Along with model making, Don enjoyed pen and ink sketching and painting with water colors, most of which of a nautical nature or sailing ships. In high school he won many blue ribbons in the Westchester County art shows. Don also met and became friends with the marine artist, Gordon Grant. He gave Don many helpful hints and suggestions. Grant, not only as an artist but also as a person, inspired Don. One might notice Grants techniques in Dons work.

Another person that Don was in contact with was Alan Villiers, the author of many great books on deep water sailing ships. Don asked what the best way there was to keep up the tradition of model making. Villiers reply was to study the ship well, know every detail of how she worked and was constructed, and then make the model to the best of your ability. Don must have taken him seriously because the workmanship is very fine and detailed. With one look at the real looking models you can see the pride Don puts in his work.

The models are all made from scratch and from existing plans of the actual ship when available. The plans are usually redrawn as required, then reduced photographically to the exact scale of the actual model that can range anywhere from .028" = 1' to .120" = 1'. The scale of the model depends on the type of the ship and bottle configuration. Don likes to get as much ship in the bottle as possible.

The materials are the best available. Hardwood such as holly and apple are used for the hull, boxwood and lemon for the spars, and aluminum tubing for modern racing boats. Sails are made of various types of paper ranging from watermarked rag bond to thin rice paper. The water is a UV protected epoxy that takes color well, has zero shrinkage, and will not crack or absorb moisture. The model itself is mounted on a special insert that in turn is mounted to the bottom of the bottle with epoxy. The top of the insert has a female dovetail that accepts the male dovetail

mounted to the underside of the hull. When properly positioned together, a hole lining up the male and female sections is pinned to insure permanent location. The underside of this insert is visible when rotating the bottle showing the name of the ship, date built, built by Don Pearson, model number and if requested, and a few words may be added if given as a gift. The models themselves are very realistic looking in water that looks like the ocean. The bottle is mounted on a cradle cushioned with felt, mounted on a hardwood base of either cherry or walnut and hand rubbed. In the one corner is a solid brass engraved plate.

All the models are made the way the sailors did long ago, however Don has developed many new techniques and methods with various tools that permit him to be more exacting in the final product.

Over the years Don has had many articles written by both local and national newspapers and has appeared on television several times. He has donated two models to Mystic Seaport, Connecticut over the years. His most recent contribution is to Mike Plant, the solo sailor in the Globe Challenge representing the United States on the 60-foot sloop DURACELL. Mike also comes from Deephaven, Minnesota, about a mile from Don's shop. Don feels like it is a small token compared to what Mike gave and also to sailing.

To date Don has completed 209 ship in bottle models, Mike's being number 210. Most of these models are sitting on someone's desk or mantel top around the country. Don works on models that people commission him to build, either private sailing yacht or an old timer. The trend in the last few years is about 80 percent being private yachts, while the balance might be someone's favorite, a model used as a trophy at a yacht club or one given as a gift.

When completed, the model is a splendid piece of art and workmanship. Along with the model is a small folder containing numerous photos of the ship at different stages of construction, sketches, plans of the model and a letter of authenticity and valuation. This makes for great conversation!

Although this is still a hobby for Don at present, it looks as though it might turn into a full time business due to the demand. Currently his backlog is out almost two years and growing. Asked if he would mind doing it full time, Don's answer "It would be great". Most of his present customers end up as personal friends and personal salesmen. Where else could this happen.

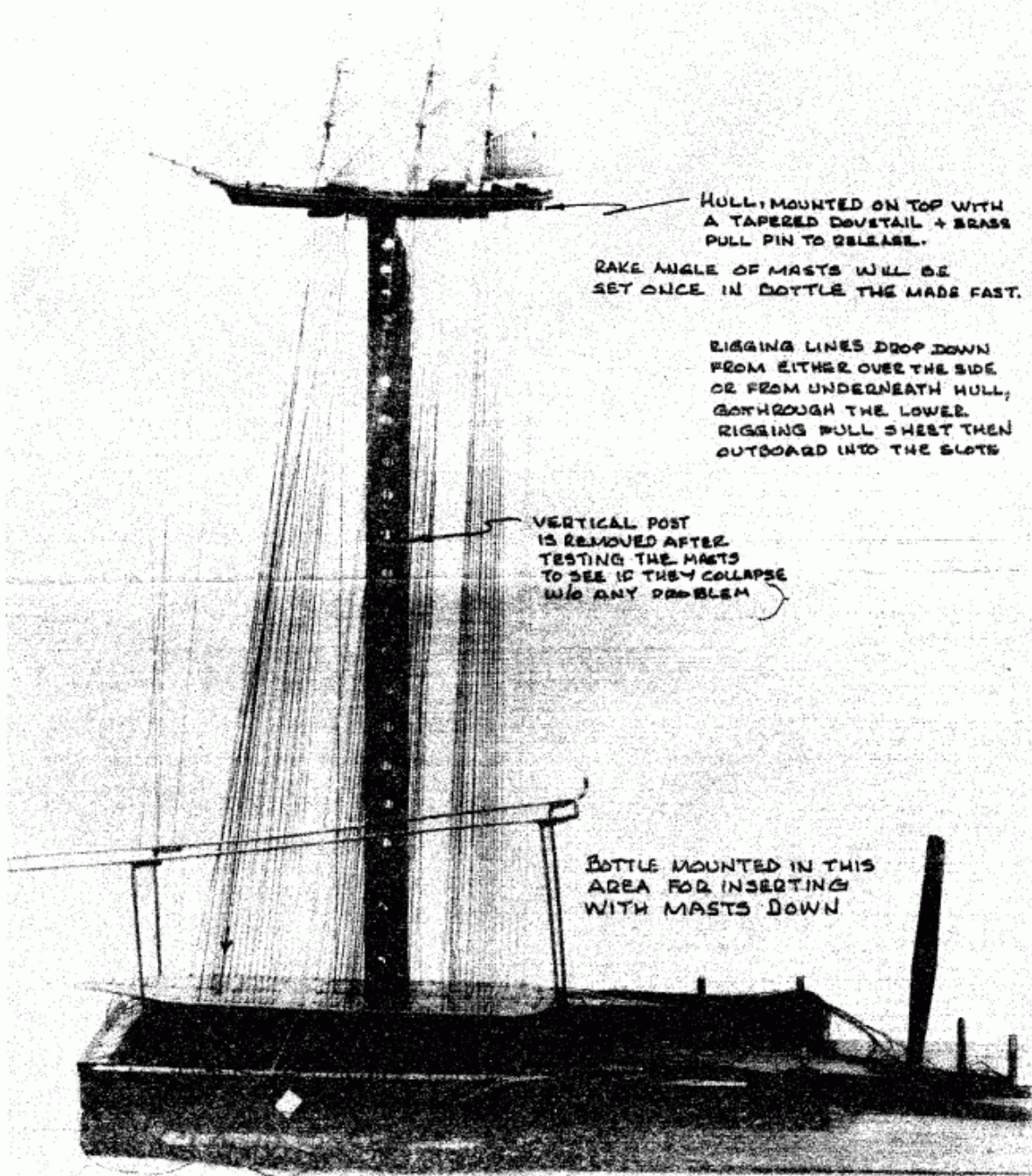
People interested in learning more about this art or craft are welcomed to contact Don either by phone (952-475-2831) or write to 3715 Laurel Drive, Deephaven, Minnesota, 55391.

Written by Kris Nelson

He said.....

I haven't spoken to my wife for 18 months. I don't like to interrupt her.

A man inserted an 'ad' in the classified: "Wife Wanted". Next day he received a hundred letters. They all said the same thing: "You can have mine."



" CUTTY SARK " MODEL # 101 - SCALE .029" = 1'

TERRY BUTLER

As most of you know, our president, Terry Butler, has had to make the hard decision to step down and let another take the helm. This was not an easy decision for Terry. Sadly she has come on a series of difficulties lately which have put priorities on her that made the SIB presidency too time consuming to continue.



Terry in her workshop

I doubt that we can ever easily come up with someone as innovative and dedicated to our art as this energetic lady. In the nine plus years of her membership and the roughly two years since she was elected to the leadership post she has single-handedly garnered more publicity for our art form and our organization than any other person in my recollection.

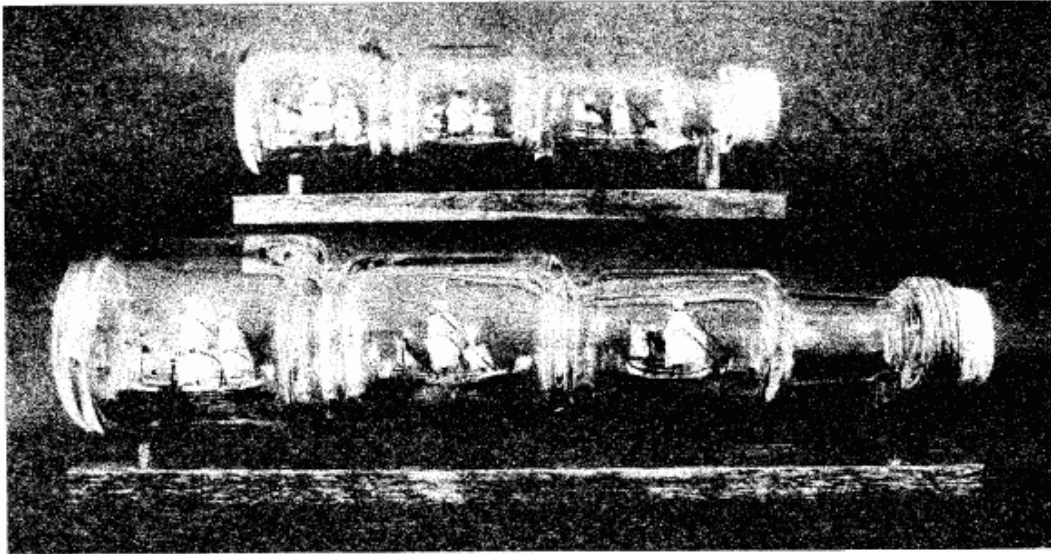
Her work with Robert de Niro in the motion picture, *The Good Shepherd*, where she trained the actors Matt Damon and Eddie Redmayne, to bottle small models she had prepared, and served as consultant on set for the movie, resulted in nationwide exposure on the Silver Screen; and her appearances and demonstrations at Mystic Seaport, Connecticut (with Ralph Preston), Plimouth Plantation in Massachusetts and informally at Jamestown in Virginia has demonstrated the beauty and difficulty of our work to a whole new segment of the population. At the same time, at the cost of many hours, she has been and still is an active correspondent with people in the bottling community around the world, establishing and reestablishing relationships that have, once again, helped cement all of us together. To commemorate her Jamestown visit she made tripled model bottles housing the three original Jamestown ships, *The Susan Constant*, *Godspeed* and *Discovery*. The bottles she used for these unique projects were fairly rare 70's Patrician amaretto airline bottles. Those can still be found in two different miniature sizes on E-bay occasionally she said.

Among her other accomplishments: In 2005 she completed building her first ship in a 23 MM long doll house bottle. The schooner in the bottle was 13 mm long including the bowsprit. We tried to get that in the Guinness Book Of Records for the smallest model in the smallest bottle ever built, but she lost out to a man in Great Britain whose bottle had a diameter is .09 cm wide to her 1.2 cm, and whose bottle neck was .02 cm to her .05. Anyway, she can claim second place and that is not bad in a world full of 6 billion people.

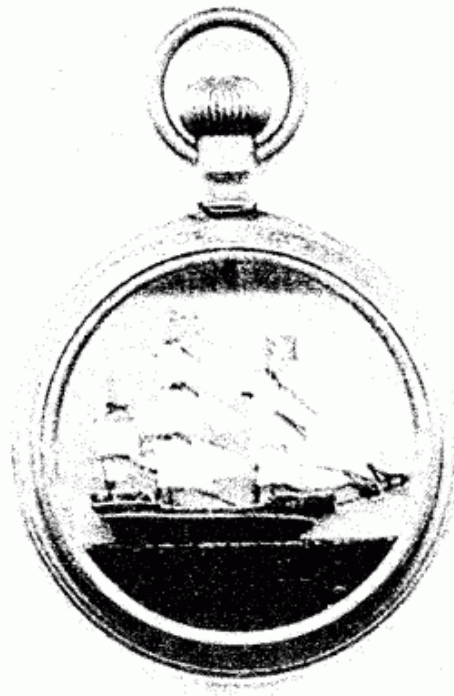
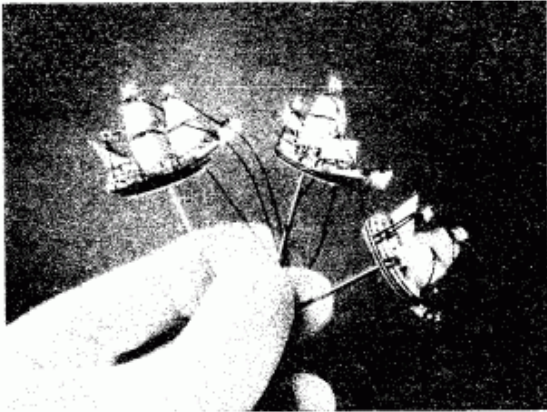
If you have a copy of *Bottle Shipwright 2001-4* you will see a page full of her ships-in watch cases. Another innovation that had the effect of opening another diameter to ship bottling that had never been exploited. As I said, she is innovative. One of these pocket watch ships was incorporated into "*The Good Shepherd*" movie and the script rewritten just for that scene. It was featured prominently and actually became the main clue for the mystery of the movie! On the following page you will see photographs of some of her unusual models

We are all very sad that her resignation had to happen and hope that time will solve most of her problems. When that happens, as I know it will, we hope that she will once again continue in her very active role in the leadership of our Association. Thank you Terry. You have been an inspiration to all of us. We'll miss you.

Don Hubbard.



**Miniature projects
by Terry Butler**



THE BEST OF BOTTLE SHIPWRIGHT 1983, NO. 2

The Acrylic Sea

by

JUZO OKADA, President
Japan Ship Bottlers Association

Over the past few years our members have developed a new method for creating the sea for bottled ships using acrylic materials. Using this method we are able to create the sea outside the bottle to our own specifications. It can then be rolled and placed inside the bottle at a later time. We find this method much easier to use than clay or putty.

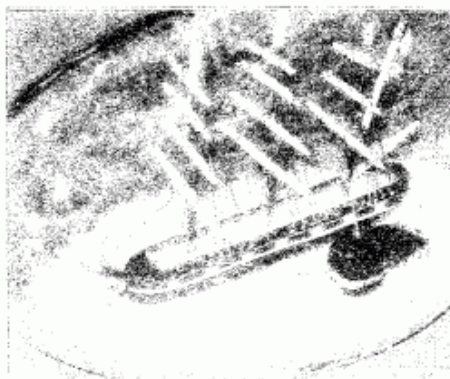
Materials:*

1. Waxed wooden pattern of the hull of your model.
2. Paper palette
3. Acrylic polymer artists colors in blue, green, white, etc.
4. Gel medium (Acrylic medium for transparent impasto painting)
5. Acrylic polymer putty.
6. Gloss medium for acrylic paints

Procedure: Begin by taking your bottle and trace an outline of the sea surface shape on the paper palette. Place three teaspoonsful of Gel medium and two teaspoonsful of the modeling paste inside the shape on palette and mix together. Now add your colors and again mix. Spread the mixture to fill the outlined area. You should end up with a sea about 3mm thick. Push your waxed hull into the acrylic in an appropriate place then form wave patterns with a small spatula of some sort. Now let the whole business sit for about five days while it hardens to the consistency of rubber. Remove your wooden pattern and touch up the surface as desired to indicate bow waves, white caps, etc. A final coating of gloss medium will add sparkle to the water. When dry the finished sea can be stripped from the paper, rolled up and inserted in the bottle. If the sea will not fit easily, cut it into smaller pieces and rejoin inside. Cement it in place once inside.

For bottles which are not flat inside, you can pour in a base of colored resin. Do not over catalyze or pour in too thick a layer at one time or the resin may shrink and detach from the bottle.

*Editor's note: All of the above materials are easily obtained in art supply stores. Acrylic materials are non-toxic and dry rapidly. Protect your clothes and working areas. Once dry acrylics cannot be removed. Wash your tools or clean up spills with water. Do not use turpentine or paint thinners. This is an excellent technique which works.



Whaler by Gerald Ross

From C.L. Don Bradley

"Why is the man who invests all your money called a broker?"

"Why is the time of day with the slowest traffic called rush hour?"

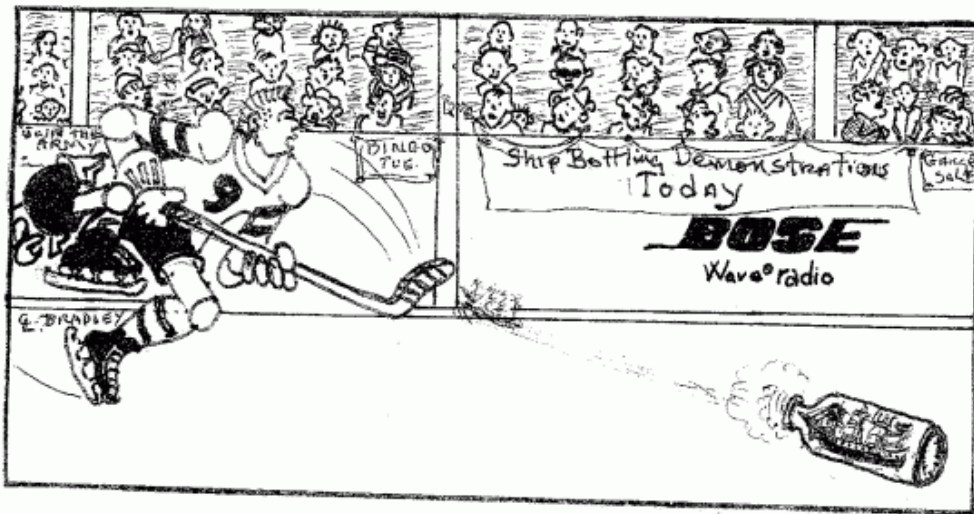
"Why didn't Noah swat those two mosquitoes?"



BATEAU-EN-BOUTEILLE-COIFFURE



I was late getting word of the conference so, I'll be needing a room next to the bar



The Death Of Common Sense:

Author Unknown

Today we mourn the passing of a beloved old friend by the name of Common Sense who has been with us for many years. No one knows for sure how old he was since his birth records were long ago lost in bureaucratic red tape.

He will be remembered as having cultivated such valuable lessons as knowing when to come in out of the rain, why the early bird gets the worm and that life isn't always fair.

Common sense lived by simple, sound financial policies (don't spend more than you earn) and reliable parenting strategies (adults, not kids, are in charge)

His health began to rapidly deteriorate when well intentioned but overbearing regulations were set in place. Reports of a six-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

It declined even further when schools were required to get parental consent to administer aspirin to a student; but could not inform the parents when a student became pregnant and wanted to have an abortion.

Finally, Common Sense lost the will to live when criminals received better treatment than their victims.

Common Sense finally gave up the ghost after a woman failed to realize that a steaming cup of coffee was hot, she spilled a bit in her lap, and was awarded a huge settlement.

Common Sense was preceded in death by his parents, Truth and Trust, his wife, Discretion; his daughter, Responsibility and his son, Reason. He is survived by two stepbrothers; My Rights and Ima Whiner

Not many attended his funeral because so few realized he was gone.

FOOD FOR THOUGHT.....

A dietitian was once addressing a large audience in Chicago. "The material we put into our stomachs is enough to have killed most of us sitting here, years ago. Red meat is awful. Soft drinks erode your stomach lining. Chinese food is loaded with MSG. Vegetables can be disastrous, and none of us realizes the long-term harm caused by the germs in our drinking water. But there is one thing that is the most dangerous of all and we all have, or will, eat it. Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it?"

A 75-year-old man in the front row stood up and yells, "Wedding cake."

NOW HEAR THIS!

Our volunteer archivist Bob Little of Port Huene, California has done an astonishing and valuable thing.

AVAILABLE NOW: the first 80 issues of *Bottle Shipwright* completely archived on a self-loading compact disk. This includes all back issues from 1983 through 2002. Any page of any issue can be selected and viewed, and the comprehensive index lets you pick the subject, whether plans, instruction, new techniques and materials, or general reference information.

Anyone with a computer with a CD drive will be able to read, enjoy and download articles from this self-loading disk.

As you know, *Bottle Shipwright* is not written by one person, but by builders who submit articles from all over the world. This is why this archive is so valuable. The variety of ship-in-bottle information is staggering. An invaluable reference. We have been getting VERY GOOD feedback on this disk.

The disk, in a durable case, is available to members of the Ships-In-Bottles Association of America for \$40.00 which includes shipping. Non-members can obtain the disk for \$65.00 which includes one year membership in the Association.

Net proceeds from this CD go to help the S.I.B.A.A.



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The Ships-In-Bottles Association of America (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, *THE BOTTLE SHIPWRIGHT*, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

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Full name: _____ Date: _____
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 Please briefly indicate your interest and experience with bottled ships:

We would like to invite you to join us.
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Springhill, FL 34606 USA**

Carlos Hollander working in his kitchen.

Notice the wood burning stove and pot
of hide glue close at hand.



Fine tuning a model on the work stand,
Senor Hollander was always fussy about
his rigging.

Notice the unique style of his work stand.

What a story the face of Hollander's small visitor must tell? The years as a sailor
have left him with rough hands but a warm heart, and full of tales of his many
voyages and adventures.